



Issue 10 : Nov10 -Jan11

Contrails

Newsletter of the Christchurch Aviation Society

The Chairman and Committee wish all our members a happy and prosperous 2011.

November Talk - Gliding by Mark Radice

Mark commenced by relating how he had saved up to get a third share for his first glider - a 1954 Skylark 3 - which cost him £500. Whilst working for QinetiQ he received some shares when they became a PLC in 2006 which enabled him to purchase a 1963 Skylark 4 for £2500.



So for the price of a reasonable second hand car it is possible to reach for the sky. An inspirational video then portrayed the peak of glider flying amongst the Swiss Alps. We were then taken

through the steps required to become a solo glider pilot with its progression of short hops and validated cross countries. Mark explained how it is possible to travel for 50 to 100 miles or more by careful observation of birds, clouds and other gliders; all of which can indicate the vital thermals that provide the lift. Lack of lift has resulted in untoward visits to

fields which, usually, are taken in good humour by the farmers who have even been known to help using their 4X4s. Mark finished with a series of photos taken during his own flights through the Spanish Pyrenees.



Visit to Cobham Aviation Services

For many 5th November is used as preparation for Guy Fawkes night but 9 of our members attended a visit to Cobham Aviation Services hosted by Paul Stevens aided and abetted by two more flight crew. Following a film which informed us about the roles of the Dassault Falcon aircraft and other areas of Cobham we were shown the target towing bay. Targets are let out on a fine wire for the Royal Navy to practice their gunnery and missile procedures. Alternatively a BAe Hawk will fly an attack profile in close formation with a Falcon and then the two will separate for the Hawk to simulate a sea skimming missile attack. Our 3 hosts then took small groups for a detailed look inside and out of a Falcon. For the engine buffs they are CF700 engines with the rare configuration of a rear fan attached directly to the LP turbine. Our thanks go to Cobham for a well hosted and interesting visit.



QANTAS A380 - Engine Problem

The failure of an engine shortly after take off from Singapore was reported widely but the initial investigation results less so. An intermediate pressure turbine disc failed releasing blades and disc parts into the wing and fuselage fairing. The failure was due to a fire from oil escaping from a cracked oil pipe. The fire softened the metal of the turbine support structure until the disc failed. A modified design had been produced which explains why some airlines continued flying as they had incorporated the mod whereas Qantas had not and so grounded their fleet for safety reasons.

Meetings List

Wed 05Jan11, Jet Heritage by Mike Phipp

Wed 02Mar11, Hunting the Konigsberg by Kevin Patience

Wed 04May11, AGM and talk tba

Other Events

CAvSoc Visit to Wroughton April/May

Bournemouth Aviation Museum, Vintage Transport Day, 6th March

Friends of New Forest Airfields, 13th March -Members and Supporters Coffee Morning 10:30 – 12:00. Public Open Time 12:00-16:00. CAvSoc members welcome at any time that day. Merryfield Park (RAF Sopley)